



2006 Strategic Plan

Our mission is to provide high-quality, cost-effective transportation systems that are safe, reliable, and responsive for the economical and efficient movement of people and products.

We envision transportation systems and services that are characterized by safety, reliability, and innovative technology and are founded on a workforce of highly-trained, motivated, and committed employees. We will continue to be sensitive to the environment while integrating the multiple interests of all citizens, visitors, business, industry, and government.

Idaho's transportation system and services will provide a competitive edge to businesses in their expanding markets. ITD will continue to be a leader in implementing one of the most efficient, responsive, and cost-effective transportation and service-delivery systems in the nation. Idahoans will have a modern, balanced, and integrated multi-modal transportation network that is efficient, safe, and dedicated to a quality environment. The transportation system will continue to be developed to accommodate future population growth while minimizing congestion, improving air quality, and preserving scarce resources.

The three primary emphasis areas of the Idaho Transportation Department's strategic plan are facility improvement, safety, and efficiency. Each of these areas addresses the transportation needs of Idaho's citizens and strengthens Idaho's economic vitality.

A departmentwide plan of this size and complexity requires the dedication of all our employees for successful implementation and monitoring. The department is taking great strides towards achieving the targeted performance standards included in this plan. We are the stewards of Idaho's present and future transportation systems, and will continue striving to provide the best facilities and services possible.

David S. Ekern

David S. Ekern, Director

EMPHASIS AREAS AND GOALS	TARGETED PERFORMANCE STANDARDS*	CURRENT MEASURES	TARGET YEARS
FACILITY IMPROVEMENT	Decrease deficient pavement to no more than 18%.	19%	Ongoing
GOAL: To meet or exceed Idaho's standards on highway facilities and airports. <i>—Improving Idaho's highway conditions and reducing bridge restrictions provides better traveling conditions for the public and increases available freight routes.</i>	Increase the overall statewide airport pavement-condition index to 81.	79	2008
	Reduce weight-restricted bridges to no more than seven.	9	2006
	Reduce height-restricted truss bridges to no more than four.	7	2006
	Reduce width-restricted bridges to no more than 35.	39	2006
SAFETY	85% or more of rural lane miles uncongested (volume to capacity ratio < .6).	99%	Ongoing
GOAL: To improve safety on the State Highway System, state-owned aviation facilities, and federally funded transit operations. <i>—Improving highway and aviation safety decreases Idaho's motor vehicle death and serious injury rates and the reduces the number of aviation crashes. The development of safety and security plans for transit providers is a national security priority.</i>	A travel delay index of 1.5 or less on 82% of measured urban lane miles.	87%	Ongoing
	Reduce the highway five-year fatality rate to 1.8.	1.89	2006
	Reduce the highway five-year serious-injury rate to 10.22.	11.70	2006
	Increase Idaho's seat-belt usage rate to 76%.	74%	2006
	Improve at least three existing railroad crossings annually.	6	Ongoing
	Train a minimum of 170 pilots and flight instructors annually at aviation safety-related seminars.	165	Ongoing
	Support the development and implementation of rural transit providers' federally funded safety and security plans.	Ongoing	Ongoing
	Add 10 new rest areas to the State Highway System. (Base year is 2005)	0	2025
	Eliminate the rest area rehabilitation (20-year cycle) and reconstruction (40-year cycle) backlogs.	Ongoing	Ongoing

EMPHASIS AREAS AND GOALS	TARGETED PERFORMANCE STANDARDS*	CURRENT MEASURES	TARGET YEARS
EFFICIENCY			
GOAL: To improve operational processes. <i>—Improving operational efficiency streamlines day-to-day business operations and increases internal and external customer satisfaction.</i>	Assure that 95% of highway projects are ready to bid on time.	82%	2006
	Award 90% of highway projects within programmed amounts.	73%	2006
	Assure that accumulative final contract amounts are within 104% of the summation of detailed estimates.	109%	2006
	Increase the number of eligible aircraft registered to 82%.	79%	2006
	Fully implement the department's long-range <i>Information Strategy Plan</i> .	Ongoing	2009
	Transfer 50% of overlegal permits electronically.	40%	2007
	Coordinate with other Idaho agencies to develop new ways to promote the benefits of public transportation and grant opportunities to local communities.	Ongoing	2006
	Increase to 35 the counties receiving operating funds for rural public transportation services.	27	2009

Supplementary Information:

Idaho Code requires the Idaho Transportation Department to submit a strategic plan by July 1 to the Division of Financial Management. Additionally, a performance report and department profile are due by November 1.

Performance reports are specific to each of the department's eight budget units—Aeronautics, Highway Operations, Contract Construction and Right-of-Way Acquisition, Management and Administrative Services, Capital Facilities, Motor Vehicles, Public Transportation, and Planning. The Division of Financial Management compiles the department's information into a legislative report containing strategic planning information from all state agencies.

The Idaho Transportation Department annually reviews and establishes a "current" measure for each of the strategic plan's Targeted Performance Standards. Data collection and analysis cycles determine whether each measure is based on a calendar year, state or federal fiscal year, or other designated 12-month period.

Each current measure is an indicator of how well the department is doing toward accomplishing Targeted Performance Standards. As an example, in 2004, width-restricted bridge predictions were made for 2005 through 2008. In 2004 there were 45 width-restricted bridges on the State Highway System. The current 2005 measure is 39. The target of no more than 35 width-restricted bridges is projected to be achieved in 2006. Management uses this type of information to decide whether more resources need be allocated, the target year needs to be delayed, or the targeted standard needs to be reevaluated.

Copies of the performance reports are available by contacting the strategic plan coordinator listed above.

